WASHINGTON.

THE SPEAKERSHIP OF THE NEXT HOUSE.

Reported Recall of the Italian Minister.

Programme of the President's New Year's Reception.

MR. SUMNER'S ILLNESS.

Ben Butler Winking Hints at Credit Mobilier Investigators.

Resignation of Indian Commissioner Walker.

Appropriations for Our One-Horse Navy and Horse Marines-The Rawlins Statue-A Suggestion-Rogerski's Murder-A Capital Dogberry.

WASHINGTON, Dec. 27, 1872. The Contest for the Speakership-Blaine's

Hopes. "Mr. Wheeler, of New York, has been heard from. He has assured Speaker Biaine that he will not be a candidate for the Speakership under any consideration. The New England Representatives will revive Maynard's speech on Northern benevolent institutions, delivered in the House a year or two before the war, which, it is believed, will settle his chance for the Speakership. Freeman Clarke has not more than half a dozen supporters, and has not the slightest hope now of defeating Blaine, who, it appears, has been quietly strengthening his purpose to remain in the Speaker's chair. Butler Threatening to Let the Cat Out

of the Mobilier Bag. General Butler and Blaine have become friends again-through sympathy in the Crédit Mobilier scandal. The General is trying to develop some startling facts. His challenge to the committee that if they desire the whole matter fully understood he will undertake the business is regarded by several members of the House now in Washing ton as a hint that he can enlighten the country i the opportunity is offered him, and that he can s tale unfold which will test the stolidity of some of the parties implicated.

Appropriations for the Navy-Compound Engines in Favor.

The House Appropriations Committee met to-day and went to work on the Naval bill introduced by Mr. Hale, from Maine. There were only four mem bers of the committee present. The proposed appropriation of \$750,000 for five compound engines was approved by the committee. They will probably be constructed in New York and Philadelphia. It is the opinion of Mr. Hale that in the course of aime all the old engines of our steam war vessels will be substituted by the new compound system. The Appropriations Committee will meet again to to finish the Naval bill. There remains now only to be considered the proposed appropriation of \$700,000 for the maintenance and subsistance of the Marine corps, comprising 2,000 men, 100 officers and about flity horses. The latter necessitate an item for forage, which proves after all that there exists such a nondescript as a "horse

Serious Illness of Senator Sumper. Senator Sumner's health is calculated to inspire apprehensions. He suffers greatly from nervous prostration and is under constant medical treat-ment, being visited twice a day by his physician. He abstains for the present from politics, devoting only an hour or so every day to the reading of his favorite authors.

Programme of the President's New Year's Reception.

The programme for the reception at the Executive Mansion on New Year's Day was announced to-day. It preserves the same order as observed in years past. The Cabinet and foreign Ministers are to be received at eleven o'clock, Judges of the Supreme Court, Senators and Representatives, Governor of the District and suite, Judges of the District Supreme Court, and of the Court of Claims at balf-past eleven; and at noon the officers of the Army and Navy in full uniform. Between twelve 1812. Oldest Inhabitants' Association; and at one p'clock the doors will be opened to the public generally, the reception ending at two o'clock. The members of the Cabinet will all receive, and the be open to their friends. How far the exhibitanting effects of wine and egg nog will be dispensed with remains to be seen. The clergy of the District will exhort their congregations on Sunday next not to allow their New Year's visitors to be tempted by

Civic Troops for the Inaugural Ceremonies.

The Albany Burgess Corps will take part in the inaugural ceremonies on the 4th of March next. Philadelphia and Baltimore military organizations have also signified their intention of taking part on that occasion. The trouble appears to be that as Washington has now a military corps of its own, it will be the duty of the organization to do the honors-an expense which the members are not The Rawlins Statue-A Too Practical

Suggestion. . The attempt to secure the competition of our best sculptors for the proposed statue of General Rawlins utterly failed. Whether none of them could see how the statue of a general in the army could be so devised as to make it the "centre piece of a foun-tain in Franklin square," or whether they besitated about coming in competition with Dr. Stone, the Mills family and Vinnie Ream, or whether they did not regard General Babcock, Commissioner of Public Buildings; Spofford, the Congressional Li-brarian, and Clark, the architect of the Capitol, as suitable judges, is not known; but no artist of recognized fame did present a model, and those which were submitted to the commission to-day at the White House were stiff, ungainly affairs. A decision had to be made, however, and the award was in favor of the model submitted by J. A. Bailley, of Philadelphia. It represents the lamented Rawlins in a general's uniform, with a Grant army hat and derous dragoon's sword. The unsuccessful candidates were Fisk Mills, Charles Ostler and Horatio Stone, of this district; B. M. Pickett and Charles Drischler, of New York, and H. D. A. Hen-

Horatio Stone, of this district; B. M. Pickett and Charles Drischler, of New York, and H. D. A. Henning, of Baltimore. Vinnie Ream did not compete, but she hopes to receive the order for the statue of Farragut, for which there will be competition in February. It was suggested at the aceting of the commission to-day that, if the Rawins state must grace the centre of a fountain, he should be represented in a rubber suit, holding an umbrella over his head with his right hand and having a weather report in his left hand.

The Murderer of Rogerski—Misplaced Politeness of a Local Dogberry. In the Police Court to-day Thomas Wright, the Alleged murderer of Rogerski, the Polish pedier, was fully committed to await the action of the Grand Jury. The prisoner is about thirty years old, and has the character of a runlian stamped in his face. He is over six feet in height, very muscular, black as jet, with a physiognomy of the low-cat order. He appeared wholly unconcerned in the court room, and sat in the dock as quietly as a conal spectator. The Judge showed his respect the distinguished prisoner by addressing him, but duty over me judicial modesty. It was at first reported the his victim had but recently arrived in this country. It now

appears that Rogerski had long been a resident of Washington, but returned to his family even or eight months ago for the purpose of oringing them to this country. He was esteemed as a devout Israelite, adhering to the orthodox portion of the Jewish people when a division took place in the synagogue congregation in this city. His ambition was to get money sufficient to have his family with him, and he labored hard to attain the means. On Sunday a mass meeting or Israelites will be held to raise a fund for the relie of the widow and four children.

Reported Recall of the Italian Minister. It is reported that Count Corti, the Italian Minister at Washington, is to be recalled. A number of prominent Italian residents in this country have complained to their government of his alleged unfitness to represent modern Italia. This is supa letter has been received from the Minister for Foreign Affairs to the effect that the complaints will receive due attention. Count Corti was a Dominican monk before he entered the diplomatic service. His recall would cause a vacancy in the British-American Claims Commission, which, under the Treaty of Washington, the Italian government

Resignation of Commissioner Walker. General Francis A. Walker has tendered to the President, through the Acting Secretary of the Interior, his resignation as Commissioner of Indian Affairs, to take effect on the 1st of January next. It is understood his resignation has been accepted, but his successor will not be appointed until after the return of Secretary Delano from Cuba. Quartermaster General Meigs Out in the

Cold. Quartermaster General Meigs is short on his stove money, and he will appeal to Congress after the recess to give him \$100,000 wherewith to pay up outstanding accounts for stoves, and another \$100,000 to buy more stoves with. He says that the army now burns about 120,000 cords of wood and 28,000 tons of coal per annum, and that nearly all of this is consumed in stoves for heating or for cooking. But Auditor Rutherford holds that as Congress only appropriated \$10,000 last year for stoves, the additional bills cannot be paid out of the appropriation for general supplies. So Meigs must ask Congress for more stove money. Sandwich Islands.

The United States war steamer California has sailed for Honolulu from San Francisco to be present in case of any possible emergency arising on the question of succession to the throne, in which protection to American citizens might be required.

Treasury Balances. The Treasury balances at the close of business to-day were :-Currency \$4,912,893 Coin 71,746,614

THE LODGE OF SORROW.

A Singular Ceremony Last Night-Memorial Service for the Dead-Music, Flowers and Fire as Emblems-"The Thirty-third Degree."

A singular and very beautiful ceremony took place last night at Irving Hall, being the opening of a Lodge of Sorrow under the auspices of the Ancient and Accepted Rite of Masonry of New York and Brooklyn. Most of the officiating prethren ranked in the thirty-third degree of Masonry, and a large and very select audience of ladies and gentlemen, invited guests, occupied all the space in the hall not devoted to the ceremonial. The gallery of the hall was heavily draped in mourning, and at intervals on the walls were suspended emblematic banners in crimson and gold. In the centre of the floor was erected a catafalque, upon the upper tier of which was placed a comn. The catafalque was wreathed with acacia sprays and laurel, cypress and other plants were placed at the corners of the dais, at the foot of pillars bearing candelabra. At the further end of the hall was a platform, having on it a table with an open Bible, sceptre and other tools used in

an open Bible, sceptre and other tools used in

WOBKING THE THIRTY-SECOND DEGREE.

Between the foot of the platform and the catafalque were five large Gothic chairs, and still nearer to the catafalque were a table, bearing shew bread and wine, and a horned altar. An orebestra of sixty pleces, under the leadership of Brother Downing, and a chorus of some thirty voices furnished the music. Precisely at eight o'clock the doors were closed, and the officers of the Lodge, consisting of C. T. McClenachan, Thirty-third degree; Wilson Small, Thirty-third degree; Holman, Thirty-third degree; Coorge A. Barney, Thirty-third degree; C. Roome, Thirty-third degree, and C. B. Conant, Thirty-third degree, entered and ascended the platform, the orchestra playing a march from "Atalie." After some remarks by Brother McClenachan in reference to the object of the Lodge, the chorus gave a chant, "Put US Not to Rebuke." The Lodge was then opened in ample form. A basso solo, "O Weep Not, Mourn Not," was sung by J. G. Lumbard, and the orator of the evening, Past Grand Master John W. Simons, was introduced, and made An Appropriate Address, touching the beauties of the philosophy of death and the resurrection. Brother W. H. Davis then soung a basso solo, "Truth Dawns Upon the Human Soul," with obe obligato. While the solo was being rendered four brethren dressed in white, with red sashes and blue chaplets, entered, carrying baskets of flowers. They approached the steps of the catafalque and knelt with heads bowed on the coffin, then arose and strewed flowers on the casket and bier. They then made obeisance and retired, and at a signal from a gong the lights in the hall were extinguished, the orchestra striking up a march—Tenebre. The funeral procession then slowly and with well-timed steps entered the hall, and was composed of twenty torch-bearers dressed in white, with crimson sash and siver-plated from the catafalque, and on reaching the foot of the casket marched between the altar and the shewbread. The column then separated into sing WORKING THE THIRTY-SECOND DEGREE Between the foot of the platform and the cata-

lates were at their places near the chairs at the foot of the platform,

THE CAPTAIN OF THE GUARD

at a marble pillar near the priest's chair, and his lieutenants at the flanks of the columns of torchbearers. The music ceased, and the censer-bearer kindled a fire on the altar. The priest (General J. H. H. Ward) then offered up a very impressive prayer, to which the prelates at its close responded, "So mote it be." The priest and his assistants then read the lesson, consisting of a series of brief Scriptural sentences, to each of which the chorus responded, "Haste Thee to help us." The priest then advanced to the catafaique and delivered a funeral address, which was followed by a tenor solo and chorus, "Cease Ye Mourners," by Messrs Millard, Hill and Mallitt, during which, at a signal given by the Captain of the Guard, George W. Millar, thirty-turind degree, consisting of two blows with his sword in the marble pillar, the torchbearers countermarched. The priest, still standing at the foot of

THE CATAPALQUE,

THE CATAFALQUE, uttered another sentence, and at another similar

A SNOW FIGHT.

Our Athens Excited Again-Lovers of Sleighing and the Society for the Prevention of Cruelty to Animals Fighting the Railroad Companies for Removing the Snow-Scenes and Stampedes in the Streets.

Boston, Dec. 27, 1872. The great snow-storm has subsided, and the blockade is literally over with all the trains on the various railroads started on their outward and inward trips this morning, and to-night they are running on their usual time. The horse cars are also making occasional trips, much to the gratification of suburban residents who were subjected to an involuntary solourn in the city last night. About fourteen inches of snow fell altogether, and the streets are, therefore, in anything but a desirable condition, either for pedestrians or vehicles.

A ROW WITH THE SNOW PLOUGHERS. This afternoon Hanover street presented a lively aspect, a large crowd being collected there to wit-Society for the Prevention of Cruelty to Animals, the public in general, and the Metropolitan Horse Railroad Company, as represented by their agents and a couple of snow-ploughs. The snow, it seems, had drifted badly nearly the whole length of Hanover street, and the company, desiring to acco date those of the public wishing to go to the ferries, put a plough drawn by four horses to clear the track. To this the residents on the street strongly objected. A shovel brigade was at once organized and the snow was thrown back again, and the lookers-on in Venice cheering on the workers. A second plough was now put on by the company, and then Mr. Currier, agent for the Society, appeared on the scene, and requested that the horses be unharnessed, as it was positive crueity to work them against such odds, the snow laying about a foot deep on the track. After some considerable talk the horses were taken out and the crowd dispersed, the plough being left on the side of the street.

NOT TO BE BEATEN. ries, put a plough drawn by four horses to clear

From some reason the horses were afterward returned to the snow-ploughs, and the ploughs were hauled over the track from Scollay square to below the American House over and over again, in an endeavor to clear the tracks for the passage of the horse cars. Although six were horses harnessed to each plough, the work was very hard, and the poor beasts showed signs of over-exertion painful to witness. The immense and constantly increasing crowds of men and boys which thronged the street occupied themselves in giving forth terrific yells, which served to distract and frighten the animals. It became necessary that a man should hold each horse by the bridle in order to keep them in the right line.

line.

DRIVERS OF SLEIGHS
also obstructed the plans all they could by driving transversely across the path of the horses and clogging the way by blockade wherever it was possible. One man, named William Hazell, was arrested by the police for participating in this style of blockading. Every window or prominent place for sight-seeing became filled with interested lookers on.

for sight-seeing became filled with interested lookers on.

SLEIGHING PARTIES AGAIN TO THE FRONT.

At about half-past twelve o'clock a new eddy of excitement called the major portion of the crowd to the vicinity of the junction of Court and Sudbury streets, and here was a demonstration exceeding the first in size. Court street is very narrow at this point, and the snow cleared from the tracks by the plows was thrown rather closer to the sidewalks than the occupants of the stores there desired. The police were powerless to disperse the crowd and very wisely took the affair as quietly as they could. The Metropolitan employés, acting under orders from the officers of the road, continued to pull their ploughs through the street, and once in a while a solitary car would be able to follow; but the crowd evidentily did not sympathize with the owners of the line, and by their concerted action managed to make the exertions of the railroad men of little avail. As fast as a plough cleaned the snow partially from the track a thousand boys and men went whopping after it, treading the snow back into the track again. Each new plough was halled with yells which nearly made the horses wild.

One string of six horses, harnessed two abreast.

wild.

A GENERAL STAMPEDE.

One string of six horses, harnessed two abreast, came down to bring up a plough, and on en hountering the screaming crowd plunged frantically about, and, coming down suddenly on their tormentors, drove shem in a body around into Sudbury street, demolishing in their way part of the glass show windows of the corner store. It became evident that unless some action was taken by the authorities the cars would not be able to make their trips,

SNOW AND ICE.

The Snow Storm Almost General Thronghout the Country-The Blockade in Cities and on the Principal Railroad Routes.

Canada.

TORONTO, Canada, Dec. 27, 1872. The snow storm which prevailed throughout Canada since Tuesday night ceased this morning. The trains on the different lines of railway are again running regularly and on time.

The Snow Storm Down East.

Augusta, Me., Dec. 27-2 A. M.

A severe snow storm, accompanied by a heavy

Broome street that caused a damage of \$100.

At half-past six o'clock last night a fire occurred on the fourth floor of the tenement house 556 Broome street that caused a damage of \$100; last night and centinues with no signs of abating. The Pullman train from Bangor, due here at ten o'clock, is at Pittsfield with a broken engine.

Eight Inches of Snow at Concord, N. H.

Concord, Dec. 27, 1871.

About eight inches of snow fell here last night. The train due here at twenty minutes past eight last night from Boston arrived at twenty minutes past four this morning. No trains were despatched over the morning. No trains were despatched over the Northern road after half-past four o'clock yesterday alternoon. The St. Albans night express train, due here at eight o'clock last evening, arrived at two o'clock this morning. The trains on the Montreal and Sugar River road arrived an hour behind time. Trains have been despatched over the Concord road this morning on time.

Railroad Travel Almost Suspended in

New York State. POUGHKEEPSIE, N. Y., Dec. 27, 1872. The Montreal express train, which left New York at four P. M. yesterday, reached here at halfpast five this morning with four locomotives, and proceeded on the way north at a quarter to eight. No train has left here going south since noon yesterday. Two locomotives left here at eight o'clock this morning to clear the down track. They reached Fishkill at nine A. M. and will go on to Cold Spring, where they will hitch on to the Saratoga special, which left here at twenty minutes past twelve yesterday, and the Cincinnati express, which left here at one P. M., and endeavor to get them through to New York. The New York special train, which reached here yesterday evening with Western passengers for New York, will leave for the south at ten A. M.

There are over seven hundred passengers snow-

the south at ten A. M.

There are over seven hundred passengers snowbound between here and Peekskiil, but it is
thought all will get through to New York some lime to-day.

The first train through for New York to-day was

the Montreal express, which left at four o'clock P. M. and reached here to-night at nine o'clock P. M. and reached here to-night at nine o'clock and proceeded. The road was cleared ahead of the train by two locomotives. Both tracks are now clear from New York to Albany, and to-morrow all trains will commence running regularly again.

A Missing Express Train.

The Chicago express, which left New York at eight o'clock this morning, is now five hours beyesterday. weather is clear and moderating.

Great Damage Threatened in Philadel-

phia.
PHILADELPHIA, Dec. 27, 1872. The streets are banked up with snow. The railroad companies are running street cars with double and triple teams, but business men were mostly forced to walk to their stores and offices this morning. No attempt has yet been made by the street cleaners to open the crossings and gutters to the sewers, and in case of rain great damage would ensue.

Delay on the Rail in the South.

WASHINGTON, Dec. 27, 1872. The steamer New York, from Philadelphia, due here on Monday last, is stuck in the ice off Mathere on Monday last, is stuck in the ice off Matthias' Point, Potomac river. The steamer E. C. Knight, which should have cleared on Wednesday for New York, is also fast in the ice. The ice is about six inches thick in the river off the wharves. The New York mail, due here at haif-past six o'clock last evening, did not arrive until half-past six o'clock this morning, just tweive hours later than usual. The New York mail due at a quarter to seven o'clock this morning was six and a hail hours behind time. The Southern mail via Richmond, due here at twenty minutes past six last-night, was two nours and twenty minutes behind time, and the Southern mail, via Lynchburg, due at twenty minutes vest seven last pight, did not get

in until twenty-five minutes to nine last evening. The Southern mail, via Lynchburg, due here at twenty minutes past seven this morning, was an hour and fifteen minutes late. The local trains on the Baltimore and Potomac and Baltimore and Object against are running on the tender.

Rain, Sleet and Snow in North Carolina WILMINGTON, Dec. 27, 1872.

several days. The ground is now covered with snow. Bitterly Cold in Alabama MONTGOMERY, Dec. 27, 1872.

The weather is bitterly cold. The bright noon

sunshine failed to thaw even the surface of the frozen ground. Winter in Arkansas.

LITTLE ROCK, Dec. 27, 1872. neither the ground nor the ice has thawed any. The ice is four inches thick on the river. A light two-horse wagon passed over it to-day. A road has been cut through in order to allow the ferryboat to run. The ice dealers have been engaged all day in getting out and putting up ice. The weather is cloudy, with indications of snow. The city is entirely out of coal. There has been no trains, on the Memphis Railroad for the past three days on account of the difficulty in crossing the river at Memphis.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., DEC. 25—1 A. M.
Synopsis for the Past Twenty-four Hours.

The pressure has increased over the Southern States, with northwesterly to northeasterly winds and clear and clearing weather; also over the New England and Middle States, with northerly to westerly winds, with clear and partly cloudy weather. From the Ohio and Upper Mississipp Valleys to the Upper Lakes northerly to westerly winds and clear weather have prevailed. Over the Northwest southerly winds, diminishing pressure, increasing cloudiness and occasionally light snow are reported. Probabilities.

For New England and the Middle States northwesterly to southwesterly winds and generally clear weather, with somewhat higher temperanortheasterly winds and generally clear weather except possibly over and west of the Lower Missis stppi Valley; from the Ohio Valley to Lake Erie and the Upper Lakes southerly winds, increasing cloudiness and higher temperature; for Missouri and the Northwest southeasterly to southwesterly winds, diminishing pressure, cloudy weather and very probably snow, extending toward the Ohio Valley and Upper Lake region.

The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building:-

| 1871. 1872. | 1871. 1872. | 1871. 1872. | 3 A. M. 37 | 9 | 3:30 P. M. 40 | 14 | 6 A. M. 37 | 9 | 6 P. M. 32 | 13 | 9 A. M. 38 | 8 | 9 P. M. 24 | 12 | 12 M. 39 | 12 | 12 P. M. 30 | 13 | Average temperature vesterday. | 1134 | Average temperature for corresponding date | 18st year | 34 %

UNION SQUARE THEATRE-"MONEY."

The pleasanter weather of last evening permitted a fairer test of the attractions of the standard drama, as represented at the Union Square Theatre, the play being Bulwer's comedy "Money," a work sufficiently dependen on theatrical effort to require more than mediocre talent to give it interest for such an audicace as witnessed it on this occasion. The distribution of the different parts was made with excellent and exact appreciation of the relative capacities of the company, some special interest being manifested in the performance of Miss Mary Griswold, a new face on these boards, which was not altogether satisfactorily repaid, as the young lady seemed factorily repaid, as the young lady seemed somewhat indifferent about her duties in her role of Georgiana, and did not until near the close enter so vivaciously into the play as comported with its requirements. In the last two acts she did better, however, and by the end of the piece gave premise of becoming an acceptable and popular member of the company. Mr. Harkins' delineation of Evelyn was studious and faithful, his efforts being ably seconded by Miss Jennings in the contrasted character of Clara Douglas. The distribution of the characters of Lady Franklin to Miss Mestayer, Sir Benjamin Stout to Mark Smith, Sir John Vesey to Mr. Mackay and Graves to Edward Lamb insured and afforded the audience a gratifying rendition of the comedy.

FIRES LAST NIGHT.

A fire broke out at 550 Ninth avenue last night A fire was discovered in the cellar of the four story stone building No. 4 Park place last night

A fire broke out yesterday at 135 Lewis street that injured property valued at \$100.

BURNING OF A SASH AND BLIND FACTORY AND TENEMENT HOUSE IN BROOKLYN.

Shortly before seven o'clock last evening a fire was discovered in the sash and blind factory of James S. La Rue, 435 Willoughby avenue, near Sostrand, which rapidly spread to two frame tenements adjoining on the east. The alarm was given, but before the engines arrived the fames had gained considerable headway. The snow impeded the firemen very much, and added greatly to the suffering of the immates of the crowded tenements, who were hurried, terrified and half elad, into the bitter outer air. There were several sick persons in the burning buildings, but fortunately no lives were lost. The loss is about ten thousand dollars.

SHIPPING NEWS. WHITESTONE TELEGRAPH.

The New York Herald has constructed a telegraph line from New York city to Whitestone, LI, and the same a now open for the transaction of business.

This line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to communicate promptly. communicate promptly.

As there is no other telegraphic communication with Whitestone, the Herald Line will be open for all business

and private messages, and the same attended to with all possible despatch.
All messages must be prepaid.

The following rates have been established: Private messages, twenty-five cents for ten words or
less, two cents for every additional word. Business messages-For a message of twenty words or ess, to be delivered on board vessels off Whitestone, one lollar; five cents for every additional word.

Advertisements for New York Herald free.

Herald Ship News Office, pler No I East Aiver. Herald Branch Office, No 1265 Broadway. Whitestone Dock, Whitestone, LI.

Almanac for New York-This Day.

Sun fises 7 23 Gov. Island. eve 6 59
Sun sets. 4 39 Sandy Hook. eve 6 14
Moon rises...morn 5 38 Helt Gate...eve 8 44 OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamers.	Sa	18.	Liverpool.	Office,
City of Paris	.IDec.	28.		
Adriatic	. Dec.	23	Liverpool	19 Broadway
Australia	. Dec.	28	Glasgow	7 Bowling Green
Deutschland	. Dec.	28.	Bremen	2 Bowling Green
St Laurent	Dec.	28	Havre	58 Broadway.
Wisconsin	Jan.	1	Liverpool	29 Broadway.
Thuringia	Jan.	2	Hamburg	61 Broadway.
City of New York	Jan.	4	Liverpool	Ho Broadway.
Oceanic	Jan.	4	Liverpool	19 Broadway.
Bremen	Jan.	4	Bremen	2Bowling Green
Victoria	Jan.	4	Glasgow	7 Bowling Green
Hammonia	Jan.	9	Hamburg	61 Broadway.
Europa	Jan.	11	Glasgow	7 Bowling Green
Rhein	Jan.	11.	Bremen	2 Bowling Green

PORT OF NEW YORK, DEC. 27, 1872. CLEARED.

Steamship Adrintic (Br), Perry, Liverpool via Queensown.—J H Sparks.
Steamship Australia (Br), Hedderwick, Glasgow—Hen-

Fill, Sehr Olivia A O'Mullen (Br), Walters, St Johns, PR—D R DeWolf & Co.
Schr H S Brooks, Ireland, Cedar Keys—Overton & Hawkins,
Schr Lucy Hammond, Bagley, Jacksonville—Warren

REPORTED BY THE HERALD STEAM TACHTS AND HERALD WHITESTONE TRADERAPH LINE. Steamship Niger (Br), Jones, Sydney, CB, 3 days, with coal to Henderson Bros. Had strong westerly gales.
Stoamship City of San Antonio, Pennington, Galveston Dec I?, via Key West 21st, with mose and passengers to CH Mailory & Co. Had a heavy gale on the 25th and 25th to the north of Hatteras.
Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mose and passengers to the Old Dominion Steamship Co. minion Steamship Co.

Ship Jessore (of Windsor, NS), McLellan, Londonderry
and Movile Nov is, with midse to order. The J la anbridge at the Southwest Spit for orders. From Nov If
the J la and the J land of the

ried away,
Brig Dirigo, Coffin, Millibridge, Me, 10 days, with lumber
to F Talbot & Co. Had heavy NW winds.
Schr C A Farnsworth (of Barbados), Bengon, Old Harbor, Ja, 25 days, with logwood to S De Cordova & Co. vessel to B F Metcalf & Co. Had Iresh NW gales the entire
passage; was 8 days north of Hatteras.
Schr Charles Rogers, Rockport, Me, with paving stones
to master.

Passed Through Hell Gate.

BOUND SOUTE.

Schr Samuel Fish, Teal, Georgetown, Me, for New York, 21 days, with lumber to Jonathan Beers; vessel to S C Loud & Co. Had very rough weather during the passage: night of 25th inst, during a heavy blow, ran ashore on Hart Island, but came off yesterday morning without damage. damage.

Schr Neptune's Bride, Grierson, Calais for New York,
with lumber to order. Night of 25th inst went ashore on
Hart Island, but got off yesterday morning; sustained no with timber to order. Man to a sale of the tistand, but got off yesterday morning; sustained no damage.

Sichr Magic, King, Campobello for New York, Il days, with fish to master.

Sichr Seio, Smith. Whiting, Me, for New York, with lumber to Jed Frye & Co.

Sichr Ming Dove, Swain, Calais for New York, with lumber to Jed Frye & Co.

Sichr More Light, Allen, Calais for New York, with lumber to Jed Frye & Co.

Sichr More Light, Allen, Calais for New York, with lumber to Jed Frye & Co.

Sichr More Light, Allen, Calais for New York, with lumber to Simpson, Clapp & Co.

Sichr Bertha I Fellows, Smith, Whiting, Me, for New York, with lumber to order.

Sobr Spartel, Smith, Whiting, Me, for New York, with lumber to Simpson, Clapp & Co.

Sohr Nettie Walker, Drew, Machias for New York, with lumber to Simpson, Clapp & Co.

Sohr Commerce, Torrey, Rockland for New York, with lime to J B Browi.

Schr James H Deputy, McMahon, Bath for New York, with lumber to John Boynton's Son & Co.

Schr Modesty, Weaver, Portsmouth for New York, Schr Chase, Peck, Providence for New York, BOUND EAST.

Steamship Franconia, Bragg, New York for Portland. Schr Eastern Queen, Wilder, New York for Providence. Schr Active (Br), Edgett, New York for St John, NB. Schr White Wing, Hail, New York for Providence. Steamer Doria, Young, New York for Providence.

SAILED.

Steamships City of Limerick, for Liverpool; Holsatia, Hamburg; Columbia, Havana; Gen Barnes, Savannah; South Carolina, Charleston: Niagara, Richmond and City Point; Old Dominion, Norfolk and Portsmouth.

Marine Disasters. See news columns for particulars of a number o

STEAMSHIP LADY LYCETT (Br), at Philadelphia Dec 25 from Liverpool, had heavy weather the whole passage; lost boat and carried away sfeering gear. lost boat and carried away steering gear.

Bark Mark Leonard, of and for Belfast, I, from Miramichi, was abandoned Nov 27, lat 48, lon 28; crew rescued by ship Jessore (Br), from Londonderry, and brought to this port yesterday. (See news columns.)

Brice E McLeon, which arrived 25th inst from Tobago, and anchored in the lower bay during the gale and snow storm of 26th, dragged her anchors and ran afoul of an unknown schooner, carrying away the latter's jib. boom. The brig subsequently lost both anchors, with 30 fathoms of chain attached to them. The captain endeavored to run her up on the beach, but was prevented by being Jammed in by ice, where she lies at the present writing, between the Highlands and Sandy Hook. Tags have been sent to her assistance.

Brice Hattienne (Br), Murison, frem Boston Dec 1 for

BRIGHAITIENNE (Br.), Murison, from Boston Dec 1 for Cape Town, CGH, was run into and sunk by collision (no date given) with schr Wm Jenkins. Crew saved and landed at Barbados. The H was 166 tons, built in 1860, and halied from Cape Town.

AN UNKNOWS BRITISH BRIG, coal laden, lies sunk near Hart Island, having struck a rock in the vicinity during the snow storm. Five schooners went ashore at the same place about the same time, but all succeeded in getting off without apparent damage.

Schr Arcric, from Baltimore for Martinique, before reported abandoned, had a cargo of 200 tons coal, 5 hhds tobacco, 831 shooks, 171 bbls phosphate and 3,592 bs hams.

Scan D B WERR, Grosse, from New York for Yorktown, for a load of oysters, arrived at Norfolk Dec 24 in a disabled condition, having lost her mainmast and knocked off a piece of her shoe in the late gale. SCHR HATTIE M HOWES, from Baltimore for Hyannis, Mass, was ashore on Kitt's Point, 7 miles from Point Lookout, on the 26th inst. Lookout, on the 26th inst.

Liverroot, Dec 10.—The steamship Cearense (Br), from Ceare, reports:—Dec 3, lat 44 N lon 17 W. fell in with the ship County of Eighn, from New Years, of and for Glassical County of Eighn, from New Years, of and for Glassical County of Eighn, from New Years, and was throwing overhoard cargo (grain). Took warks and was throwing overhoard cargo (grain). Took her in tow, but, the hawser parting during the night, stood by her until morning, when the master finding she was making very little water determined to take her to Lisbon under sail, declining further assistance.

Lewes, Dec 27—The bark Chanticleer, with lumber, for Philadelphia, dragged on the bar, but is tight. The har-bor is frozen over, and vessels are slowly drifting out to sea in the ice. St Jons, NB, Dec 24—Schr Tempo, hence for a North-ern port in the United States, with lumber, ran ashore on Grand Manan in the gale of yesterday. No further

particulars.

Schr New Dominion, Veal, from Portland for this port, with flour and general cargo, is ashore at Grand Manan.

Advices from the master state that there is every process. Miscellaneous.

Quice Run-Bark Ibis, Overton, arrived at Malaga Dec 2d from New York, making the run in the remarkably quick time of 22 days. SHIP WILDWOOD, 1,099 tons, built at Port Madison in 1871, BRIG ANNA (Br), 209 tons, now in this port, has been sold on private terms. on private terms.

Stramen Granada, 764 tons, built at New York in 1884, and recently hadly damaged by fire, was sold at auction Dec 17, for \$5,500; purchased by J De Rivera & Co.

Dec 17, for \$5,500; purchased by J De Rivera & Co.
SHIPSULDING—The new three-masted schr Lizzie
Dewey, of Lubec, Me, will soon be ready for sea. She is
being risged as fast as the weather will permit.

Mesers Langmade and Mugford have commenced to
build at Lubec, a schooner for Capt John A Davis, of
about 300 tons, and Master McBride builds one for Capt
D McAllep, of about the same dimensions. Two more
will be built by the same parties through the next
season.

will be built by the same parties through the next season.

LAENCHED—At Baltimore, 20th inst, a tug boat for Mr Lewis Ehrman, called the Alice M Ehrman, built by Mr Wm T Clark, at Locust Point; length 70 ft, beam 15 ft; the engine, built by Mr Frazier, at Fell's Point, 18 inches square. She is to be employed in the harbor, and is also fitted as a water boat, having two large tanks.

At Machiasport, Dec 15, schr Maud, 425 toms n m; to be commanded by Capt Charles Robinson.

At Machias, Dec 19, the new vessel in Mr Hemenway's yard. She is to be rigged into a schr, 3 masta: is 344 tons new measure; 115 feet keel, 28 feet beam, 12 feet lower hold and 4 feet between decks. She is copper fastened, It is expected she will proceed to St John in ballast and load for a European port. Capt Smith, of Islesboro, is to be sailing master.

Notice to Mariners.

ENGLISH CHANNEL-FOG BELL AT THE EDDYSTONE LIGHT Notice is hereby given that a for bell has been fixed at the Eddystone Lighthouse, and will be sounded in foggy weather five times in quick succession every half minute.

By order.

ROBIN ALLEN, Secretary.

Trinity House, London, Dec 9, 1872.

Schr Nellie Scott, from St Martins, bound north, Dec 22, 100 miles cast of Cape Henlopen.

100 miles east of Cape Henlopen.

Foreign Ports.

BREWERHAVEN, Dec 5-Arrived, steamship Tiber (Br),
Crombie, Savannah via Sydney, CB.
BORDEAUX, Dec 4-Sailed, Don Justo, Bennett, Baitimore processing the control of more.

BOHNAY, Dec 24—Arrived previous, ship Cleopaira,
Doane, Shields (Aug 20).

In port Nov 18, ship D G Fleming (Br), Cowell, for Calcutta. cutta.

Course. Nov 14—In port bark Witch of the Tees (Br),
Loyd, for New York, Idg.

Lowd, for New York, Idg.

Lowd, for New York, Idg.

Lowd, Loyd, Idg.

Lowd, Loyd, Idg.

Lowd, Loyd, Idg.

Lowd, Loyd, Idg.

Loyd, ton.

Proceeding down the river 15th, ship Khersenese (Br),
Ellison, for New York.

Went to sea from Sauger 12th, ship Cora, Coombs, for Went to sea from Sangor 12th, sang cora, coomes, for Dundee.

Honozulu, Dec 10—In port ships Syren, Johnson, from Newcastle, NSW, just arrived, to load for New Bedford; Cevion, Woods, for San Francisco.

Halifax, Dec 27—Put in for coal, steamship Franklin (NG), Dehnicke, from Stettin via Havre for New York—to (NG), Dehnicke, Italia Setting, Sail 28th.
Middlesonough, Dec 2-Arrived, bark Veteran, Catheart, Dunkirk.
Malaga, Dec 2-Arrived, bark Ibis, Overton, New MALAGA, Dec 2—Arthon York, Musicar, Nov 21—Off, bark Essex, Peterson, Boston via Marbiehead and Zanzibar. Rangoon, Nov 9—In port ship Montpeller, Dizer, disg. Sayraya, Nov 26—Sailed, bark Azelia, Weston, Boston (with figs and wool). Singapore, Nov 2—Sailed, bark Chalgrove (Br), Elliott, Boston.

In port Nov 7, ship A II Wille (NG), Voss, disg, for Boston; barks Blencathra (Br), Doran, for do, ldg; W A Farnsworth (Br), Bray, unc; brig Minnehaba, Carpenter, from Macassar.

Ship Sultana (Br) had been chartered to load at two ports in Java for Boston at 24 5s for basket sugar.

Zanzinas, Dec 3—Arrived, bark Taria Topan, Hathorne, Muscat, to sail about 15th for Boston. American Ports.

BOSTON, Dec 27--Arrived, schr George E Thacher, Mo Steamship Adrintic (Br), Perry, Liverpool via Queenslown—J H Sparks.

Steamship Australia (Br), Hedderwick, Glasgow—Henderson Bros.

Steamship Australia (Br), Hedderwick, Glasgow—Henderson Bros.

Steamship Franconia, Bragg, Portland—J F Ames.

Brig Angostura (Br), Perkins, Ciudad Bolivar—Jos Morsikhr Olivia A O'Nullen (Br), Walters, St Johns, PR—D

R DeWolf & Co.

Schr H S Brooks, Ireland, Cedar Keys—Overton & idavkins.

Schr Lucy Hammond, Bægley, Jacksonville—Warren

Ray.

Roy Bebbe. Lozier. Savannah—Eyans, Ball & Co.

HARLESTON, Dec 23—Arrived, bark Onward (Brillard, Liverpool. At quarantine, sehr A L Buller, beber, from Boston and North Weymouth.

| Beard—Schr B F Lovell, Falker, North Weymouth and Boston.

Tith Arrived, steamship Charleston, Berry, New York, BDGARTOWN, Dec 23—in nort, schrs Bilas McClune, Spear, from New York for Boston, Angelina, Rohinson, from Elizabethport for do; Molidatin, See York for Rockland; Abbie ingals, Philadelpia for for fand.

Arrived 24th, brig Chartie Mange, Coombs, New York for —; sobrs Beraid, Hall, do for Salam; Mary Langdon, Bennett, do for Boston; Fannie Baily, Coombs, do 25th, 8:30 AM-Wind NW, fresh, very cold. In port, the above arrivals.

PERNANDINA, Dec 25—Arrived, steamship Empire, searse, New York (to sail on her return 28th).

GALVESTON, Dec 25—Arrived, steamship Geo W Ciyde, Cole, New York vin Key West.

27th—Sailed, steamship Ciyde, Kennedy, New York vin UCESTER, Dec 27-Put in, bark Juan F Pearson, ton. Deering, New York for Galveston (and proceeded).

MOREHEAD UITY, Dec 29—Arrived, schr John B Griffin, Foster, Providence.

NEW ORLEANS, Dec 29—Arrived, steamship Tobasco, Perez, Vera Cruz; ship Nor'Wester, Sedgley, Bristoljarks Alace Camipbell, Gorham, New York; Brothers, Long, do; Virgin de las Vieners (Sp.), Pamiforce, Havana; Sebastian Guma (Sp.), Salom, Matanzas; brigs Celsa (Sp.), Urruta, Cienfueços; Moses Rogers, Woodhull, Kingston, Ja; schrs J Fr.nce, Howe, Old Providence: Alfred Keen, Pilsbury, Baltimore; Chas E Morrison, Smith, Boston, Cleared-Steamship Mississipi. Crowell, New York; ships Monteagle (Br.), Soott, Bremen; Mand (Br.), Smith, Liverpool; bark Abnegacion (Sp.), Galiano, Malaga; schr John F Kranz, Pitcher, Providence and Warren, RI.

Jist-Arrived, steamship Belgian, Mathias, Liverpool; ships Royal Charile, Sutherland, Hamburg; N Mosher, Doyle, Liverpool; brig Le Mardin, Moslander, Philadelphia; schr Mary B Tower, Cahoon, Port Antonio, Below—La (Sp.), Verges, from Havana.

Cleared-Steamships Cordova (Br.), Reynolds, Bremen; Gracia (Sp.), Everuma, Liverpool; ships Wampoa (Br.), Carter, do; Constantia (Ger.), Soltenborn, Bremen; bark Kalos (Br.), Bartel, Liverpool; brig Mirra (Ital), Romano, Alicante, Spain; schrs Wim Mones, Davis, Providence, Ri; Constance (Br.), Arnet, Havana.

23d—Arrived, brig Mariposs, Staples, Inagua.

Sourhwars Pas, Dec 29—Arrived, schr Mary B Tower, Cahoon, Port Antonio, Ja.

Sailed—Steamship City of Austin; ship Theobald; barks Solores, Comtesse Duchatel; brig Melania; schr M W Atwood.

21st—Arrived, ship Athenais, Baker, Savannah. Arrived, ship Athenais, Baker, Savannah. Sailed—Steamship Mississippi. NEWBERN, Dec 29—Arrived, schrs A McGee, Boston; Jelmar, Ireland, New York. 224—Arrived, steamship Ellen S Terry, Salyear, New

BULL RIVER, Dec 21-Arrived, schr Emma C Rommel

22: Arrived, Steamship Ellen's Jerry, Janyear, Nork, York,
At Hatteras 22d, steamship Empire; schr B T Briggs,
At H W McColley, Dick Williams, D W Saunders, Anna A
Holton, and Ellen Holgate—all for a harbor.
NORFOLK, Dec 24—Arrived, schrs Gcean Wave, Zelnff,
New York; D B Webb, Grosse, do for Yorktown (see Disasters); Rambler, Hamilton, New York.
NEW HAVEN, Dec 26—Arrived, schrs Annie Bell, Elkins, Mayaguez via Turks Isjand; Chancellor, Ferguson,
New York; Edward Lin-ley, Hill, and Mary Tice, Dunham, Port Johnson; Bertha, Smith, South Amboy; G A
Hayden, Rice, Hoboken; sloop Ethan Allen, Christy,
New York. ham, Port Johnson: Bertina, Smith, South Amboy; B. Hayden, Rice, Hoboken; sloop Ethan Allen, Christy, New York; schrs Starlight, Cook, and Peeriess, Ball, Port Jefferson.

PHILADELPHIA, Dec 25—Arrived, schrs J Truman, Gibbs, Rockport, Texas; Lena Breed, Wheaton, Portland. Sailed—Steamship Saxon, Crowell, Boston.

26th—Arrived, steamship Lady Lycett (Br), Flenge, Liverpool via Queenstown.

Cleared—Steamship Alliance, Nichols, Providence; schr J W Vanneman, Buckalew, Cientogros.

At Chester 25th, steamship Fanita, Doane, from New York for Philadelphia, waiting for the storm to abate. Ice Boats Nos I and 2 were both at work below the city on Wednesday, keeping the ice in the river adrift. They both went down again at daylight Thursday morning, inding the ice very heavy.

POHTLAND, Dec 25—Cleared, steamship Dirigo, Johnson, New York; schr J M Fitzpatrick, Smith, Jackson-ville. son, New York; schr J M Fitzpatrick, Smith, Jackson-ville.

PROVINCETOWN, Dec 27—Put in, bark Daniel Web-ster, Flynn, from Malaga for Boston.

HICHMOND, Dec 24—Arrived, steamship Isaac Bell, Blakeman, New York; schr Adolph Hugel, Hewitt, do vin City Point. City Point. SAN FRANCISCO, Dec 18—Arrived, ship Ellen Monroe, New York.
Schrs Greyhound, Emerson, Tahiti; Mary iri, Dowling, do. Sailed—Steamship San Jose, Moulton, San Jose de Gua-mala; ship Ranie (Br), McLellan, Liverpool; schra Se-na Thayer, Brown, Sydney; Greybound, Emerson, Ta-SAVANNAH, Dec 27—Arrived, steamship Alhambra. Wright, Boston.
Cleared—Ship Cyuosure (Br), Oram, Liverpool; bark
Edmund (NG), Bullerdieck, Cork for orders.
Salled—Bark Algeria (Br), Anderson, Charleston.
WILMINGTON, NC, Dec 23—Arrived, brig Ida C, Williams, Boston; schrs N A Farwell, Farnham, do; Sunny
South; Derrickson, New York; Sea Bird, Hogan, do; E V
Glover, Ingersoll, Providence, RI; J L Merrill, Halsey,
New York; Ben, Davis, do; S C Eborn, Moore, Jacksonville. rille.

24th—Arrived, brig Redwood, Melville, Philadelphia;

chrs Fairfield, Roberts; Carrie Melvin, Rockport, Me.

Cleared—Brig Altavela, Fields, Ponce, PR; schr Leon
ssa, Meyer, Hayti.

MISCELLANEOUS.

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Dr. J. H. Schence:—

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[To be continued.]

P. S. -Dr. SCHENCK will be professionally at he seed No. 32 Bond street, on TUESDAY, December 3. NATURE'S ONLY SPECIFIC-BETKERDA SPRING
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